



Local Policy Maker Group (LPMG) Meeting

Due to COVID-19, this meeting will be conducted via teleconference only (no physical location) pursuant to the Governor's Executive Orders [N-25-20](#) and [N-29-20](#).

Directors, staff and the public may participate remotely via Zoom at <https://zoom.us/j/94954726853?pwd=TKR1WFg2SEorZVh5U2xLWnhHSUNNdz09> for audio/visual capability or by calling 1-669-900-6833, Webinar ID: # 9495 4726 853 Passcode: 061243 for audio only.

Public Comments: The Board Chair shall have the discretion to manage the Public Comment process in a manner that achieves the purpose of public communication and assures the orderly conduct of the meeting. **Members of the public are encouraged to provide** public comments in the following ways:

- **Email:** Comments may be submitted by emailing video@caltrain.com before each agenda item is presented. Please indicate in your email the agenda item to which your comment applies.
- **Auditory:** Oral comments will also be accepted during the meeting. Web users may use the 'Raise Hand' feature to request to speak. Callers may dial *9 to request to speak. Each commenter will be notified when they are unmuted to speak.

**Thursday, March 25, 2021
5:30 p.m. – 7:30 p.m.**

Agenda

1. Call to Order
2. Staff Report
 - a. Federal Legislative Update
 - b. Corridor-Wide Grade Separation
3. Caltrain Electrification Project
4. Caltrain Business Plan: Scenario Planning
5. Public Comments on Items not on the Agenda
6. LPMG Member Comments/Requests
7. Next Meeting
 - a. Thursday April 22, 2021 at 5:30pm
8. Adjourn

All items on this agenda are subject to action



Memorandum

Date: March 25, 2021
To: CalMod Local Policy Maker Group (LPMG)
From: Sebastian Petty, Deputy Chief, Caltrain Planning
Re: Caltrain Business Plan

PROJECT UPDATE

At the June 2020 Board Meeting, Peninsula Corridor Joint Powers Board (JPB) staff announced that activity on the Caltrain Business Plan would pause and pivot toward COVID Recovery Planning efforts. At the September 2020 Board Meeting the Board adopted the [Equity, Connectivity, Recovery & Growth Framework](#) (the Framework) – a significant policy document that outlines Caltrain’s approach to recovering from the COVID-19 Pandemic and growing the system in a manner consistent with the larger Business Plan process. The framework includes specific policies and actions that describe how Caltrain can recover in a way that emphasizes improving equity outcomes on the system and enhancing connectivity to the region’s transit network.

Following the adoption of the Framework, Caltrain staff has continued work on recovery planning. On March 22, Caltrain implemented a new service change designed to improve connections and transfers to BART at Millbrae.

As a final piece of recovery planning, Caltrain staff is now working on a mid-range Business Strategy to help the railroad navigate the coming years. Staff will present scenario planning work that has been developed to support this business strategy at the March LPMG meeting.

Background

In 2017, the JPB secured full funding for the Peninsula Corridor Electrification Project and issued notices to proceed to its contractors for corridor electrification and purchase of Electric Multiple Unit railcars.

Now that construction on this long-awaited project is underway, the agency has the opportunity to articulate a long-term business strategy for the future of the system. The initial concept for a Caltrain “Business Plan” was brought to the Board in April of 2017. The Board

reviewed a draft scope of work for the Business Plan in December of 2017 and adopted a final Business Strategy and Scope of Work in February of 2018. Technical work on the Plan commenced in the summer of 2018. The Business Plan has been scoped to include long-range demand modeling, and service and infrastructure planning, as well as organizational analysis and an assessment of Caltrain's interface with the communities it traverses. In October of 2019, the JPB marked a major milestone in the Business Plan process with its adoption of a "2040 Service Vision" for the Caltrain system. This action set long-range policy guidance for the future of the Caltrain service and allowed staff to advance toward the completion of the overall plan by summer of 2020.

Starting in March of 2020, however, the emergence of the COVID-19 Pandemic resulted in a rapid and severe crisis for the railroad, with ridership plummeting by as much as 98% and the implementation of significant service cuts. Based on this unprecedented circumstance, staff informed the Board of their decision to temporarily pivot Business Plan efforts toward recovery planning in June of 2020.

Caltrain Business Strategy: Scenario Planning

JPB

FEBRUARY 2021



Ongoing Recovery Planning Efforts

During most of 2020, Caltrain pivoted its Business Plan effort to focus on COVID-19 recovery planning. This work has been spread across multiple streams as shown on the right.

In 2021, with the passage of Measure RR and vaccination campaigns underway, staff is shifting the emphasis of recovery planning efforts toward preparing a Business Strategy for a post-pandemic reality. This work starts with scenario planning.



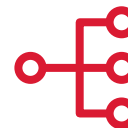
Equity, Connectivity, Recovery, & Growth Framework



Near Term Service Planning



Financial Analysis



Scenario Planning

Focus for today

The presentation today focuses on establishing context for Caltrain's post-pandemic Business Strategy. It describes major recent shifts that have occurred in Caltrain's business environment and outlines the process that staff used to generate different scenarios or "stories" about possible futures the railroad may encounter. These scenarios are intended to provoke a series of strategic questions and conversations about Caltrain's Business Strategy going forward.

Staff plans to return to the Board in spring with Business Strategy that addresses these questions and can guide the railroad through the coming years.



Background



Developing Scenarios



Business Strategy Implications & Questions

Focus for today

The presentation today focuses on establishing context for Caltrain's post-pandemic Business Strategy. It describes major recent shifts that have occurred in Caltrain's business environment and outlines the process that staff used to generate different scenarios or "stories" about possible futures the railroad may encounter. These scenarios are intended to provoke a series of strategic questions and conversations about Caltrain's Business Strategy going forward.

Staff plans to return to the Board in spring with Business Strategy that addresses these questions and can guide the railroad through the coming years.

Three Key Ideas

- The events of the last year have massively impacted Caltrain's business and have also provoked larger, long term shifts in the railroad's surrounding business environment
- The future looks increasingly volatile, uncertain, complex and ambiguous. Previous trends and assumptions are not necessarily a reliable guide to what may happen next. Caltrain has used scenario planning as a tool to consider multiple possible futures
- Caltrain needs a Business Strategy to navigate the challenges and opportunities of the coming years. The strategy will focus on how Caltrain can drive customer and public value during a time of significant uncertainty.

Background

What is Caltrain's Business?

There are two major areas of Caltrain's business. While closely interrelated, they are fundamentally distinct



Rail Service (San Francisco – Gilroy)

Example Activities:

- Passenger rail operations
- Maintenance of rolling stock and systems
- Fare policy and collection
- Near and long term service planning
- First- and last-mile services



Corridor Management (San Francisco – San Jose)

Example Activities:

- Hosting of Caltrain service
- Hosting of freight and other current and future tenant rail services (ACE, CCJPA, CHSRA)
- Infrastructure and corridor maintenance
- Capacity planning and participation in joint projects
- Capital project delivery
- Land asset management

How does Caltrain's Business Deliver Value?

Caltrain (and transit generally) delivers value in two broad and interrelated ways.

VALUE

for

MONEY

Customer Value:

The direct benefits that accrue to individuals who use the system

Public Value:

The mobility, equity, economic, social and environmental benefits that accrue to a broader public or advance larger public goals and values when the system is used

Self-generated Revenues:

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Public Subsidy:

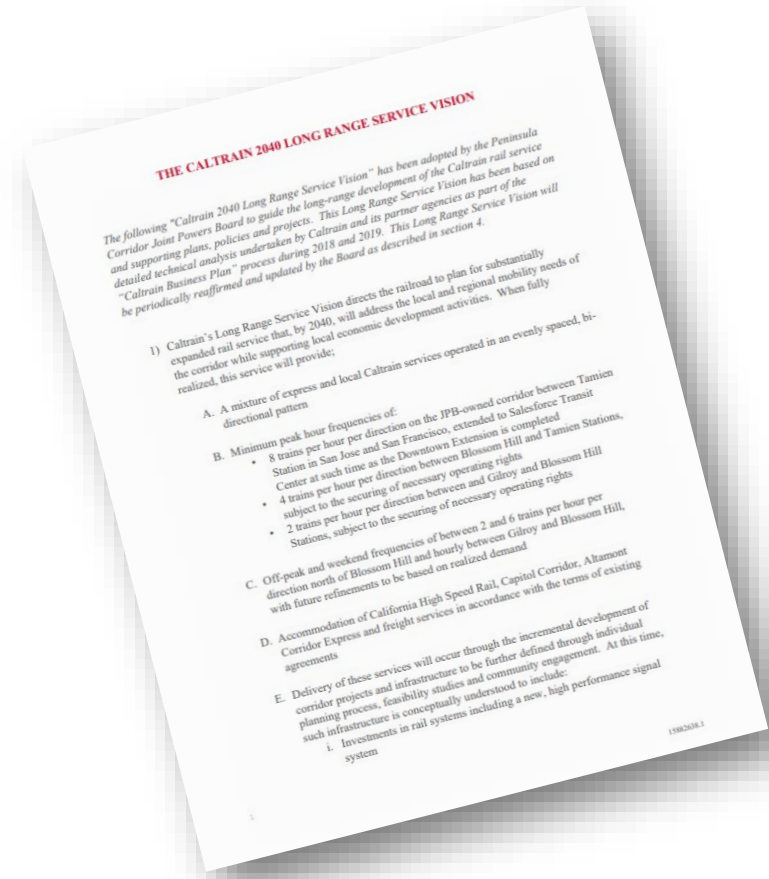
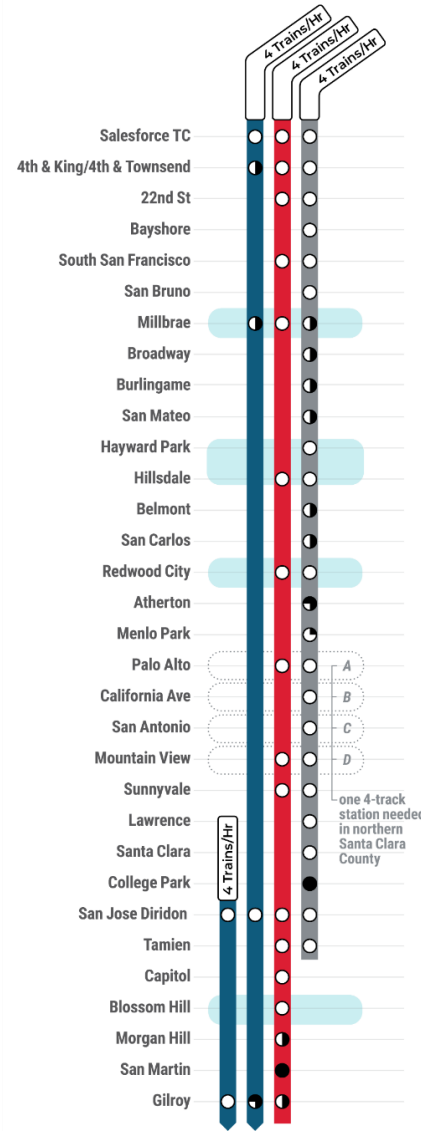
Public funding of operations and capital investments

Where were we?

A Long Range Service Vision

The major focus of Caltrain's Business Plan process was the development of a Long Range Service Vision for the railroad. The Board adopted the Long Range Service Vision in the fall of 2019

The Vision was selected through a business case process and was developed to harmonize and expand upon the multiple, overlapping long range plans in the Caltrain corridor by re-focusing them around a goal of expanded and improved rail service. The 2040 Service Vision provides Caltrain with a framework that comprehensively guides the railroad's corridor management activities and long range service planning



A photograph showing a sign for a senior center. The sign is black with white text. It is set against a background of a large, intense fire that fills the right side of the frame. The fire is bright orange and yellow, with thick smoke rising from it. The sign is positioned in the lower-left quadrant of the image. The text on the sign reads: "SENIOR CENTER" on the top bar, "WEAR A MASK", "WASH YOUR HANDS", "SOCIAL DISTANCE", and "STAY SAFE" on the main sign, and "COME JOIN US" on the bottom bar.

SENIOR CENTER

**WEAR A MASK
WASH YOUR HANDS
SOCIAL DISTANCE
STAY SAFE**

COME JOIN US

A Year of Change

In March of 2020 the pandemic hit the Bay Area and daily life changed dramatically.

Over the course of the last year, the impacts brought about by COVID-19 have intertwined with and, in some cases, amplified and accelerated other significant events and trends around the region, country and world

The future “Business Environment” Caltrain must plan for now seems very different, and less stable, than the one in which we existed pre-COVID

Examples of Major shifts in the Business Environment

- Massive changes to daily life and mobility patterns resulting from the COVID-19 Pandemic and associated health orders
- Severe economic impacts, job losses and worsening economic inequality
- Widespread recognition and protest of racial injustice
- Accelerated adoption of remote working, delivery services and contactless payment
- Changes to residential and commercial real estate markets
- Intensifying impacts of climate change including severe wildfires and air quality deterioration in Northern California
- A significant federal election amidst intensifying political polarization and violence

A Year of Change for Caltrain

When the pandemic hit, Caltrain's focus immediately turned away from long range planning and toward survival and recovery as the impacts of the pandemic precipitated an abrupt loss of ridership and an existential financial crisis for the railroad.

The events of the past year have resulted in significant direct changes to the railroad's business – at a time when a great deal of change was already underway.

The future Caltrain must plan for now is not necessarily the same one we were contemplating a year ago

Direct Business Impacts

- Abrupt loss of 95% ridership and corresponding declines in revenue resulting from the pandemic and associated public health orders
- Ongoing disruption and changes to operations, project work and business practices

Significant Responses and Events

- Adoption of health and safety practices
- Federal relief funding and formation of the Blue Ribbon Task Force
- Adoption of Equity, Connectivity, Recovery & Growth Framework
- Significant restructuring of Caltrain service
- **Passage of Measure RR**

Other, Parallel Change

- Electrification of the railroad
- Advancement of governance process
- Changes in senior staff and leadership



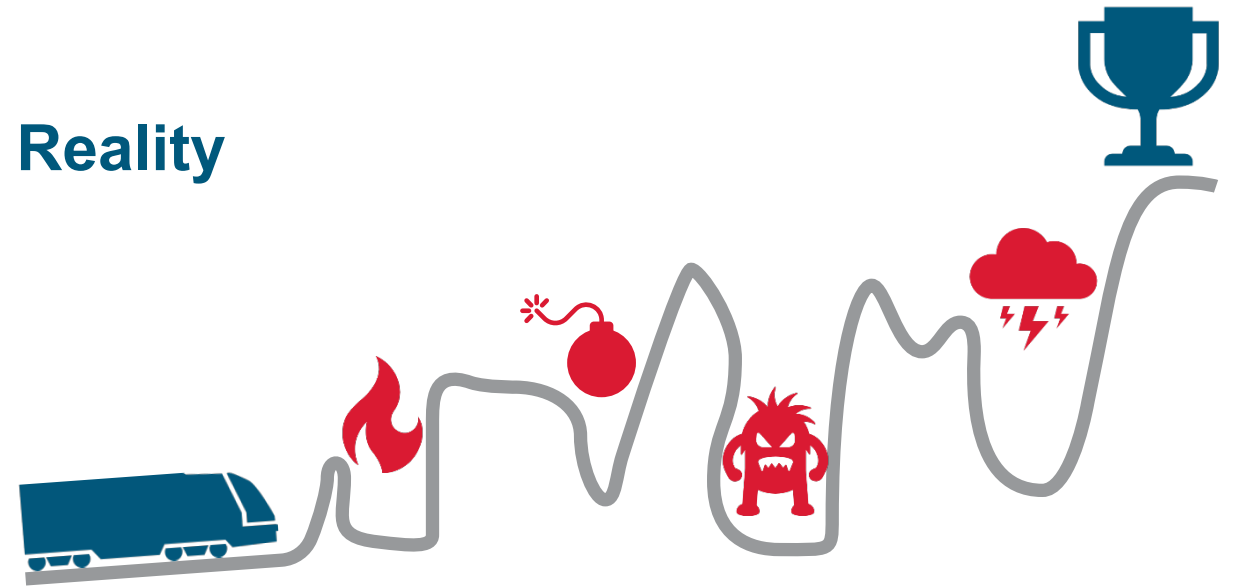
Why did Caltrain Undertake Scenario Planning?

The events of the last year have massively changed Caltrain's business and have also provoked larger, long term shifts in the railroad's surrounding business environment. The "next reality" Caltrain faces looks increasingly volatile, uncertain, complex and ambiguous. Previous trends and assumptions are not necessarily a reliable guide to what may happen next

The Plan



Reality



Who was involved?

Caltrain Staff

Caltrain Executive leadership

Representatives from Systemwide Planning & Policy, Financial Planning, Grants & Funding, Operations, and Marketing departments

External Experts

Katherine Carmen *Behavioral Economist*

Egon Terplan *Advisor to Governor Newsom*

Kiran Jain *Policy and Civic Technology/Innovation Expert*

David Bragdon *Transit Center Executive Director*

Ibbi Almufti *Arup Risk and Resilience Leader*

Stakeholders

Project Partner Committee (PPC) – staff from partner agencies - participated in a workshop provide feedback on scenarios

Consultant Team

Nicole Boyer *NOW Partners*

Ratna Amin *Deutsche Bahn & Engineering*

Huma Husain *Fehr & Peers*

Lee Reis *Fehr & Peers*

Karina Schneider *Fehr & Peers*

Katie Miller *Fehr & Peers*

Developing Scenarios

Caltrain's Focal Question:

What's the impact of the pandemic on Caltrain's future business?

Surviving the Pandemic
(next 6 months to 3 years)

What will the **regional market and funding environment** look like during the transition period?

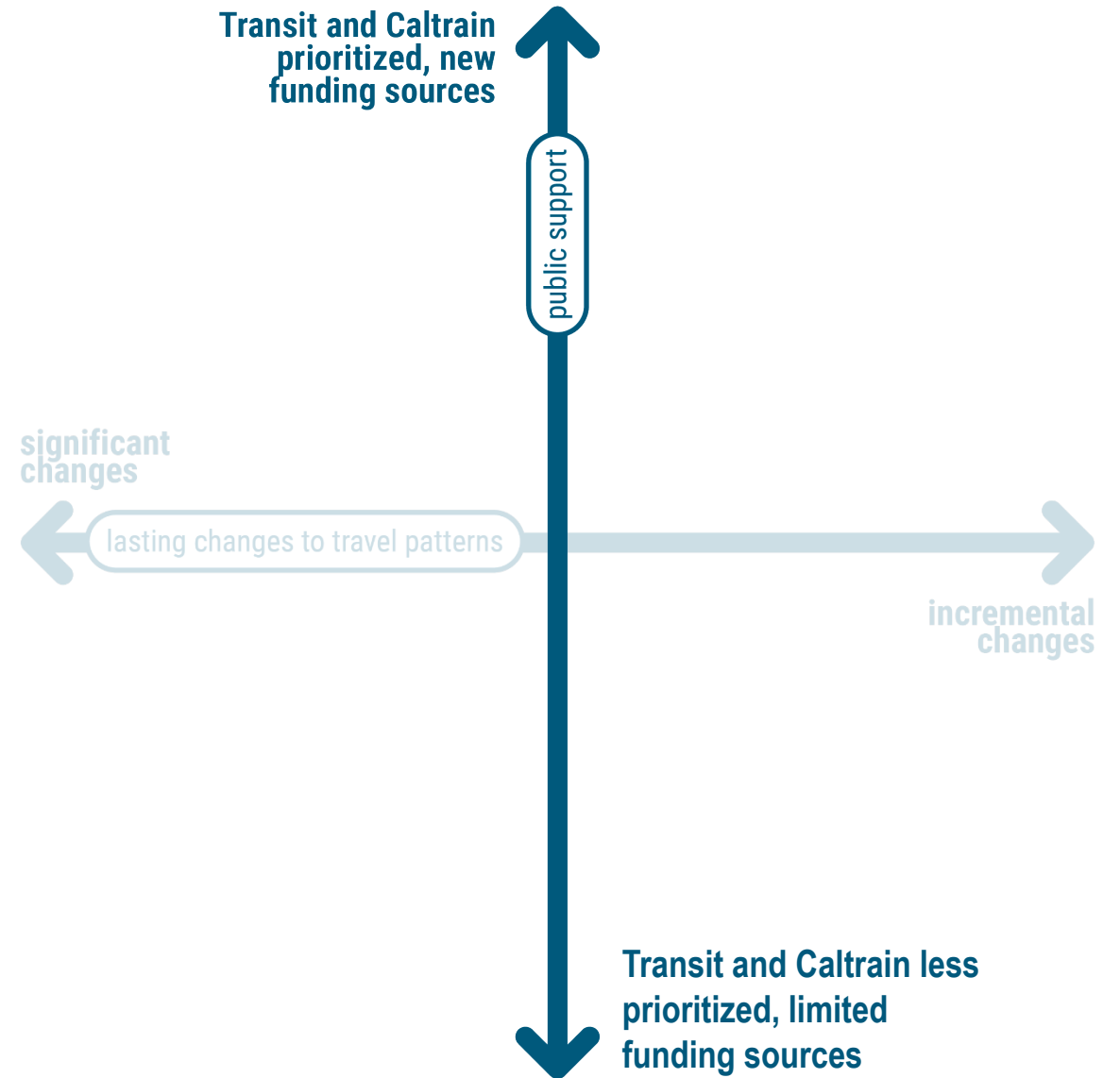
New Reality
(3-10 years)

What are the **lasting impacts in the region as a place to work, live and visit?**

Public Support for Transit

Key Considerations on this Axis:

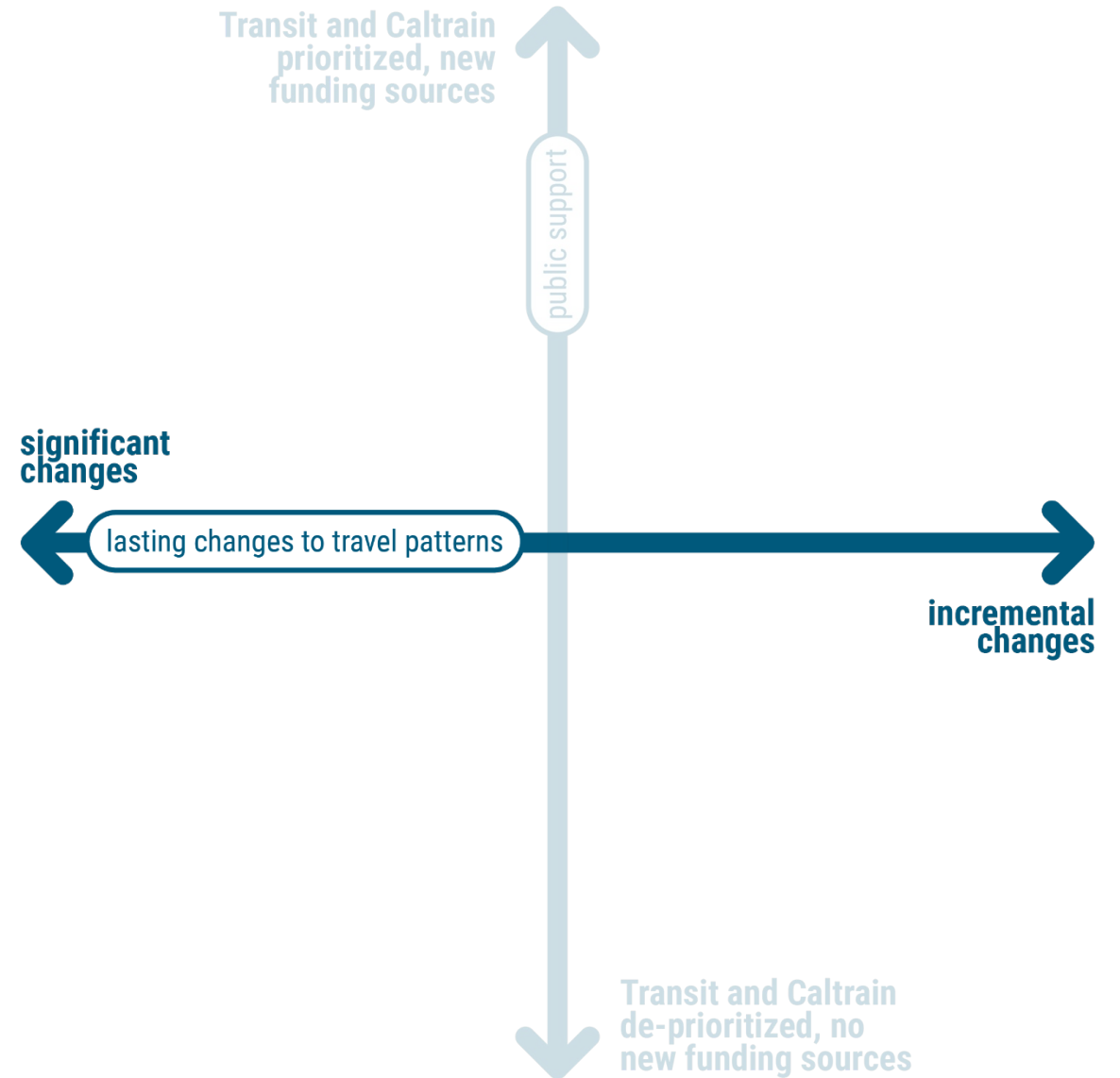
- What nature and level of direct public financial support is available to Caltrain? (eg member funds, Measure RR, other direct funding streams)
- What Federal and state funding opportunities are available to Caltrain specifically and transit generally? (eg relief funds, new stimulus, ongoing and new programs)
- What nature of political support is there for Caltrain in the region and state?
- Is transit politically prioritized and a focus generally at the regional, state, and national levels?



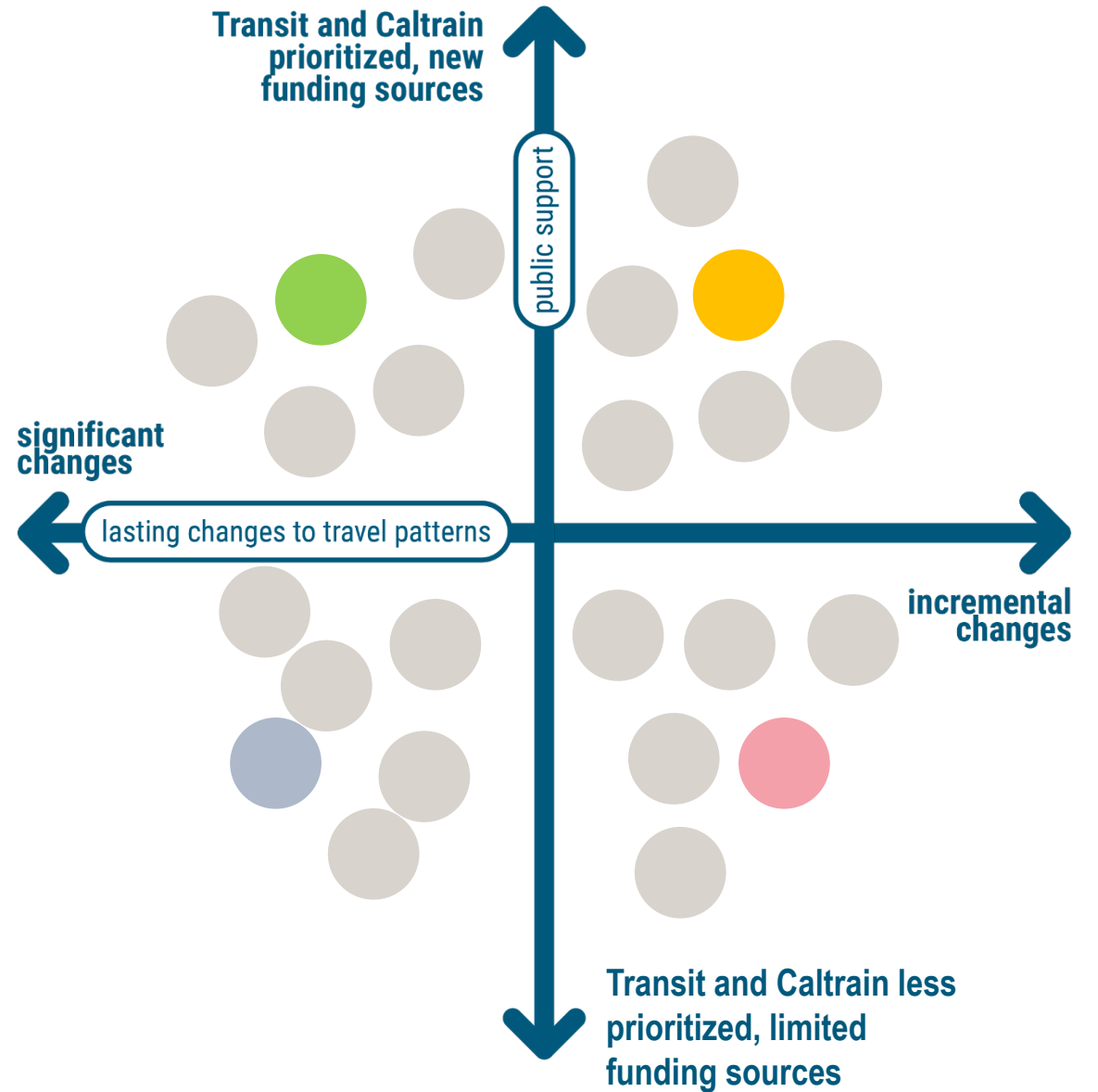
Lasting Changes to Travel Patterns

Key Considerations on this Axis:

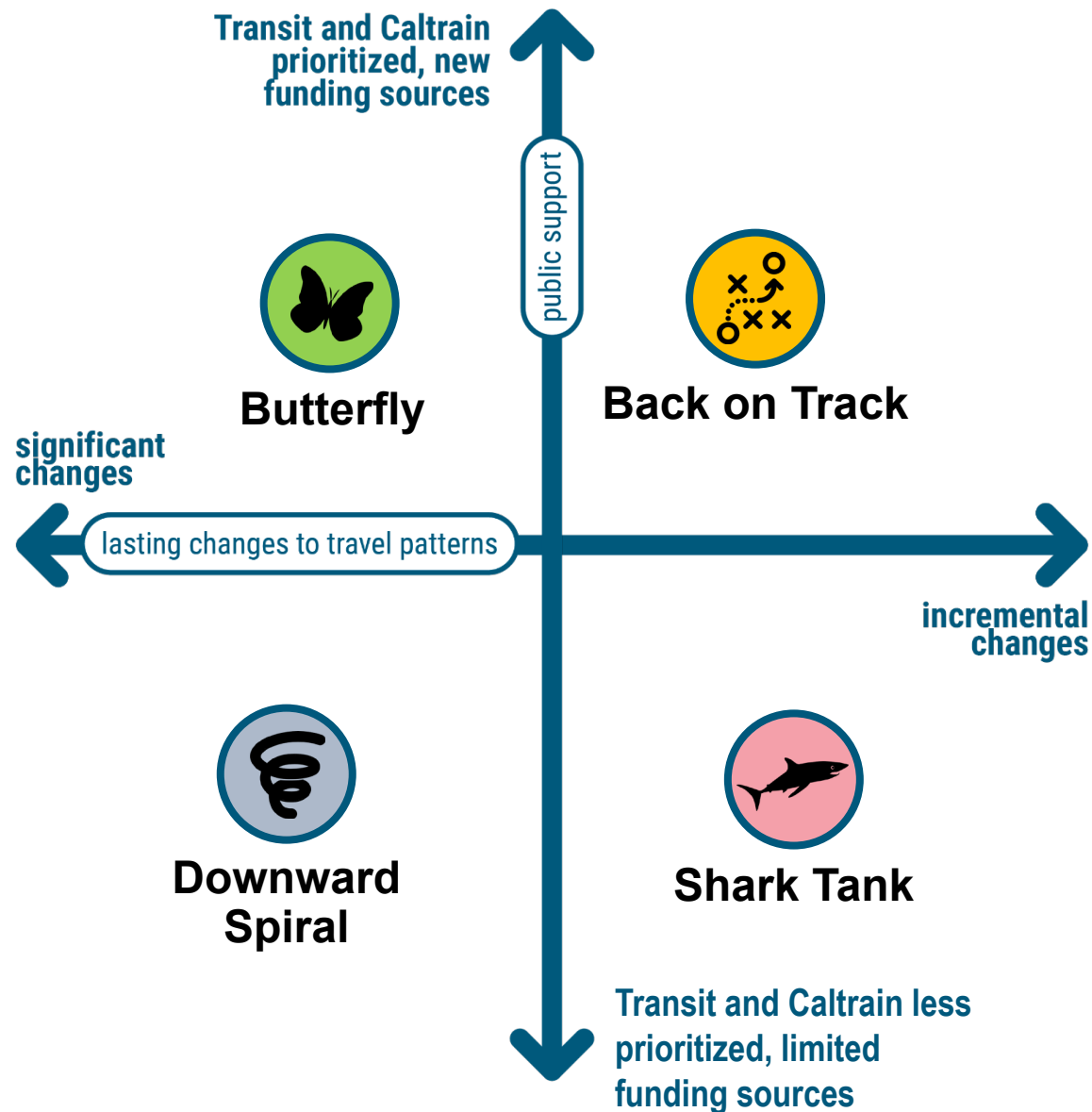
- Progress of the pandemic including timing/ and efficacy of a vaccination campaign
- Evolution of remote work (WFH) and education both during and post-pandemic
- Changes in regional economic outlook and growth patterns
- Near- and longer term impacts to housing and job distribution and growth within the region
- Speed of ongoing technological innovation in the remote work and transportation industries
- Ongoing evolution of traffic and congestion patterns
- Accelerating impacts of climate change to daily life



Developing Stories About the Future



Four Caltrain Scenarios





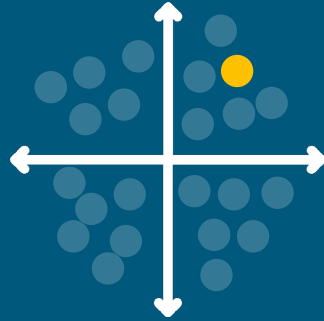
Back on Track

CALTRAIN & TRANSIT FUNDING

prioritized de-prioritized

CHANGES TO TRAVEL PATTERNS

incremental significant



This is a world in which after a near-death experience, public transit becomes more integral to the Bay Area. The megaregional economy emerges strongly from the pandemic, and a new stream of Federal transit funding enables receiving agencies to prioritize advancement of capital programs, deliver robust service and prioritize equity. Leadership shown during the pandemic increases trust in the capabilities of existing government institutions.

Why Back on Track Happens

- An effective vaccination campaign gets people back to offices and schools gradually throughout 2021.
- Thanks to strong Federal and State incentives the regional economy recovers within 3 years.
- The corridor office travel market is smaller than before, but remains. Other travel markets grow in relative importance.
- Major, sustained Federal investments in transit fund both capital expansion and transit operations.
- Institutional reforms occur incrementally as Caltrain and the region focus on an ambitious capital program and expanded service.

Scenario 2



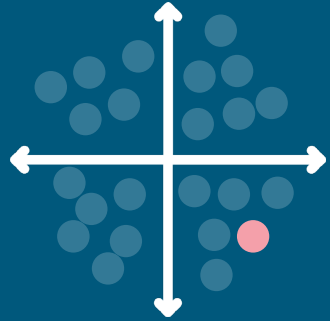
Shark Tank

CALTRAIN & TRANSIT FUNDING

prioritized **de-prioritized**

CHANGES TO TRAVEL PATTERNS

incremental **significant**



This is a world in which it's survival of the fittest. Despite initial rounds of relief funding and the passage of Measure RR, further funding for transit largely stagnates for the remainder of the 2020's as public priorities shift and the country grapples with intense polarization at the federal level. Measure RR guarantees Caltrain's survival but with other funding sources in decline the railroad turns to a mixed bag of innovations and private partnerships to grow its business; Caltrain has an increasingly singular focus on its own survival rather than long term expansion.

Why Shark Tank Happens

- An effective vaccination campaign gets people back to offices and schools gradually throughout 2021.
- A recession results in a smaller commuter market and many people continue working from home. Nonetheless, a core market of regional and intercity travel remains
- Financial scarcity drives continued polarization at multiple levels of government. Federal aid and stimulus are initially significant but are quickly spent and over time fall well short of overall need
- While a handful of major projects advance, longer term ambitions to expand transit begin to fade across the region and individual agencies grow increasingly focused on their own markets and protective of their bottom lines.
- Caltrain is marginalized politically and must seek new and additional partners and consider new business lines and ways of monetizing assets. The private sector gets increasingly involved with keeping public transportation going.

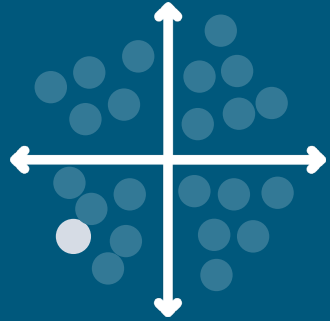
Scenario 3



Downward Spiral

CALTRAIN & TRANSIT FUNDING
prioritized de-prioritized

CHANGES TO TRAVEL PATTERNS
incremental significant



This is a world in which life and travel patterns change fundamentally – commuting doesn't rebound to anything like pre-COVID levels and a recession decimates the economy. Public transit - and rail in particular - go through a prolonged downward spiral of declining quality, resources, and demand. When the market begins to recover and congestion worsens at the end of the decade, transit doesn't have the organizational or financial capacity to pivot effectively

Why Downward Spiral Happens

- A halting and stilted vaccination campaign results in daily life remaining disrupted well into 2022
- The US economy is depressed for several years. The nation remains highly polarized and all layers of government are focused on dealing with escalating social, environmental and economic crises.
- Remote work proves popular and office densities begin a permanent decline. Over time, living or working near rail stations loses its appeal. People keep their work and activities close and rely on personal transportation: walking, cars, bikes and scooters.
- There's little private interest in public transportation. Instead, informal transit – privately-organized – becomes common. Automated car rides and delivery become common later in the decade. Public policy focus orients toward increasing road capacity and managing automobility – e.g. HOT lanes, congestion pricing.
- Public transit is – and is viewed as - a lifeline social service for those with no alternative. Large infrastructure projects are slowly abandoned and inflationary pressures steadily erode the operating funding that remains for transit

Scenario 4



Butterfly

CALTRAIN & TRANSIT FUNDING

prioritized de-prioritized

CHANGES TO TRAVEL PATTERNS

incremental **significant**



This is a world in which Caltrain and transit throughout the region have a few very painful years of hard decisions and dramatic organizational changes followed by transformation and renewal. The business case for transit is redefined and widened to include broad social and environmental benefits and new investment follows. Some major projects in the region advance while others are reimaged and modified. New leaders and public sector collaborations emerge centered on equity, sustainability, and resilience. Continued prosperity in Silicon Valley means Caltrain stays necessary and relevant to people throughout the corridor.

Why Butterfly Happens

- A halting and stilted vaccination campaign results in daily life remaining disrupted well into 2022
- The temporal structure of daily life is permanently changed - - remote and hybrid work remains popular, corridor employers and schools adopt varied and asynchronous schedules.
- While land use developments in the pipeline are built, new office starts to taper off and settlement patterns steadily shift across the region and state
- Congress passes one-time and permanent funding packages supporting public transit, renewing the social safety net, and addressing climate change and adaptation.
- A new regionalism emerges to tackle climate adaptation and to address pressing social challenges. A new cohort of leadership moves to the public sector creating new coalitions and institutional arrangements.
- Transportation demand becomes heterogenous –people need to move seamlessly from transit to scooters to AVs – the private sector expands its involvement in mobility.

Strategic Implications

What are "givens" in the business environment which Caltrain must prepare for?

Transactional Space

- Transit must continue to address public health as well as equity and anti-racism in service, fares and participation.
- Some transit agencies and local governments will undergo significant, transformative crises – albeit insulated by relief funding
- Leadership and organizational changes will occur
- Sustained favoring of personal mobility
- There will be more focus on multi-purpose projects which address multiple public goals.
- There will be significant advances in automated transportation as well as other mobility-interfacing technologies
- The way government delivers services will change to address participation, equity, resiliency and operational efficiency, with more creativity.

Next 18 months

2030 onward

Business Environment

- Vaccines and treatments for COVID-19 will continue rolling out over months or years.
- Some degree of hybrid ways of working (office and home) are here to stay, home deliveries are here to stay, and some auto congestion is also here to stay.
- The economic fallout from COVID and SIP will continue to manifest for months with closures and lower incomes.
- Repurposing and adaptation of land uses will deepen as the nature of work, retail and school in the region change.
- The region's demographics will shift as companies adapt their business strategy and lower wage and hybrid workers move to lower-cost regions
- Sustainability and reducing carbon emissions will become more essential. Climate change events, sea level rise resiliency and recovery will become increasingly important.

Initial thoughts on Robust Options and Actions

"no-regrets" and "must dos"

- **Diversification** of revenue/funding sources and markets with **equity-focus** as a key strategy
- Significantly evaluating, reshaping, **rethinking fares and service** to meet evolving opportunities and needs (during and beyond the pandemic)
- **Asset monetization** and **entrepreneurial approaches** are essential, or at least helpful, in all scenarios as is a **focus on efficiency** and careful **management of financial capacity**
- New **partnerships** with both public and private actors are necessary or helpful in all scenarios
- The need to **address governance and organizational change** is present in all scenarios

Business Strategy Framework

Staff is working to develop a more detailed and structured Business Strategy that responds to our scenarios and that can prepare Caltrain for the coming years.

Caltrain's Business



Rail Service
(San Francisco – Gilroy)



Corridor Management
(San Francisco – San Jose)

Example Activities:

- Passenger rail operations
- Maintenance of rolling stock and systems
- Fare policy and collection
- Near and long term service planning
- First- and last-mile services

Example Activities:

- Hosting of Caltrain service
- Hosting of freight and other current and future tenant rail services (ACE, CCJPA, CHSRA)
- Infrastructure and corridor maintenance
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- Land asset management

VALUE

for

MONEY

How Caltrain Delivers Value

Customer Value:

The direct benefits that accrue to individuals who use the system

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Self-generated Revenues:



Fares and other self-generated revenues earned directly

Public Subsidy:

Public funding of operations and capital investments

Business Strategy Framework

The Business Strategy will focus on how Caltrain can drive value for customers and the public during a period of ongoing uncertainty and change.

Key Questions	 Rail Service	 Corridor Management
<ul style="list-style-type: none">• How do we drive value for current and future customers?		
<ul style="list-style-type: none">• How do we define and deliver value to the public as a whole?		
<ul style="list-style-type: none">• What can we afford and how do we sustain ourselves financially?		
<ul style="list-style-type: none">• How can organize and partner in a manner that allows us to be a nimble, effective and publicly responsive?		

FOR MORE INFORMATION

WWW.CALTRAIN.COM





Memorandum

Date: March 25, 2021

To: CalMod Local Policy Maker Group (LPMG)

From: John Funghi, CalMod Chief Officer; Lori Low, Gov. and Community Affairs Officer

Re: Caltrain Electrification Project E-Update

ELECTRIC TRAIN UPDATE – TESTING COMMENCES FOR ELECTRIC TRAINSET #1 IN PUEBLO

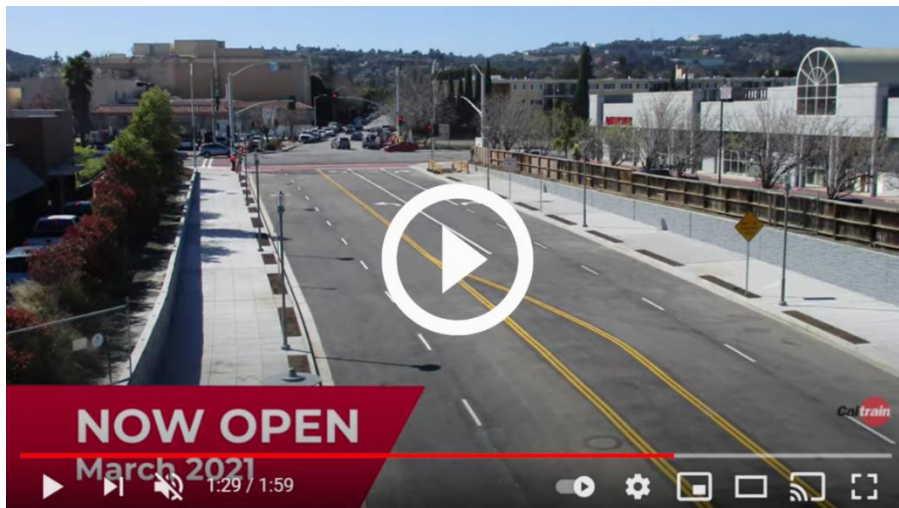
Electric trainset #1 arrived at the Pueblo, Colo. railroad testing facility known as the Transportation Technology Center on February 28, 2021. The trainset was assembled and is already running on the test track! It will be tested at the current corridor operating speed of 79 mph and up to 110 mph. Other tests include braking and propulsion, ride quality, noise and vibration, positive train control, and door operation.



Watch the video, [here](#). To see photos of the new electric trains being built, visit CalMod.org/Gallery.

KEEPING CALTRAIN RUNNING: NEW EAST-WEST CONNECTION OPENS AT 28TH AVENUE IN SAN MATEO

People can now travel on San Mateo’s 28th Avenue safely separated from the train tracks. On March 1, 2021, Caltrain completed this new east-west connection. When the new Hillsdale Station opens (anticipated spring 2021) 28th Avenue will serve as a main access point. This is a major milestone for the 25th Avenue Grade Separation Project that will reduce local traffic congestion and improve safety for pedestrians, cyclists, and motorists.



To learn more and sign up for weekly construction notices, visit [Caltrain.com/25thGS](https://www.caltrain.com/25thGS).

UPGRADED TICKET MACHINES INCLUDE CLIPPER CARD PURCHASES

Customers can now purchase a Clipper card, add cash value or add Caltrain, Muni, SamTrans, AC Transit or VTA products to their card at six stations. The new ticket machines, one on each platform, will accept Apple and Google Pay, and can be operated with an easy-to-use touchscreen.



More ticket machines will be upgraded over time. Learn more at [www.Caltrain.com/TVM](https://www.caltrain.com/TVM).

SERVICE CHANGE FOR REGIONAL CONNECTIONS & TO IMPROVE SERVICE

Starting Monday, March 22, Caltrain will adjust its [weekday](#) and [weekend](#) timetables to support regional transit connections. This includes maintaining BART connections at the Millbrae Transit Center, increasing weekday service from 68 to 70 trains, and adjusting weekday train departure times to improve schedule reliability.



More information is available [here](#).

PUBLIC MEETINGS:

JPB Board Meeting – April 1 at 9:00 a.m – Please note, this will be remote only

For more details, and a full list of upcoming meetings, please visit CalMod.org/Events.

DETAILED PROGRESS REPORT:

- [January Monthly Progress Report](#) presented to Caltrain Board on March 4, 2021



CALIFORNIA High-Speed Rail Authority

Memorandum

Date: March 25, 2021
To: Local Policy Maker Group (LPMG)
From: Boris Lipkin, Northern California Regional Director
Re: California High-Speed Rail Program Update

STATEWIDE UPDATE

ARRA Matching Funds Complete: The Authority submitted the final state match to the Federal Railroad Administration (FRA) for the American Recovery and Reinvestment Act (ARRA) grant that it received in 2010, completing the matching funding requirements for nearly two years ahead of schedule. The FRA has also approved \$846 million in state match dollars previously submitted, bringing the total approved to almost \$1.6 billion. See News Release [here](#).

New Regional Director, Central Valley: On February 25, Governor Newsom appointed Garth Fernandez as the Central Valley Regional Director. Prior to his appointment, Mr. Fernandez served as the Interim Central Valley Regional Director and Principal Transportation Engineer since 2020 and has had several roles in the California Department of Transportation. See News Release [here](#).

Bakersfield-Palmdale Revised Draft EIR/Supplemental Draft EIS: On February 26, the Authority issued a limited revision of its previously published Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Bakersfield to Palmdale Project Section, addressing new information related to the proposed listing of the mountain lion under the California Endangered Species Act and the monarch butterfly as a candidate species under the federal Endangered Species Act. The comment period is open until April 12, 2021.

Women in Construction Week: In recognition of Women’s History Month, the Authority celebrated ‘Women in Construction Week’ by honoring the hard-working women who have, and continue to, contribute to the development of high-speed rail in California. Check out the following posts:

- Women in Construction Kick-Off: [Twitter](#), [LinkedIn](#), [Facebook](#), [Instagram](#)
- International Women’s Day: [Twitter](#), [LinkedIn](#), [Facebook](#)

In the news

- MSNBC, by Chris Jansing, “[Cali Rails Are Gen-Z’s Big Dream](#)” [video].
- San Francisco Chronicle, by Scott Wiener, “[High-speed rail: It's about jobs, climate and justice.](#)”
- San Mateo Daily Journal, by Boris Lipkin, “[High-speed rail is the right investment at the right time.](#)”
- The Fresno Bee, by Jerry Dyer and Sam Liccardo, “[Fresno’s Jerry Dyer joins San Jose’s mayor in supporting high-speed rail project.](#)”

NORTHERN CALIFORNIA UPDATE

Revised Draft EIR/Supplemental Draft EIS for San Jose to Merced Project Section:

Similar to the Bakersfield to Palmdale section mentioned above, the Authority will be issuing a limited revision of the previously published Draft EIR/EIS for the San Jose to Merced project section to incorporate new information related to the proposed listing of the mountain lion under the California Endangered Species Act and the monarch butterfly as a candidate species under the federal Endangered Species Act. The Revised Draft EIR/Supplemental Draft EIS for the San Jose to Merced Project Section is planned to be released on April 23, 2021 with a 45-day public comment period.

RECENT AND UPCOMING OUTREACH ACTIVITIES

Highlights

- **Silicon Valley Leadership Group (SVLG):** On February 23, the SVLG hosted **San Jose Mayor Sam Liccardo** and the Authority's CEO Brian Kelly as part of a California High-Speed Rail roundtable discussion.
- **Bay Area Council:** On February 25, CEO Kelly presented on the Revised Draft 2020 Business Plan and the future of transportation. In conversation with **Congressman Ro Khanna** he also discussed the impacts that COVID-19 has had on the project schedule and funding, as well as what we can expect from the Biden Administration in terms of the future of high-speed rail. Congressman Khanna reiterated his support for the project and his desire to see it prioritized by the state and federal governments.

Recent Outreach Activities:

- March 1, 2021: City of San Jose Transportation & Environment Committee
- March 2, 2021: SPUR Digital Discourse
- March 2, 2021: San Francisco Chamber of Commerce
- March 2, 2021: San Francisco to San Jose Community Working Groups Webinar
- March 3, 2021: San Jose to Merced Community Working Groups Webinar
- March 9, 2021: SAMCEDA, Housing, Land Use, Transportation (HLUT) Committee
- March 10, 2021: Mobility Partnership Presentation
- March 11, 2021: Chamber San Mateo County, Transportation & Housing Committee
- March 25, 2021: Independence High School